

The New Railroad.

The Denver Times has the following to say in regard to the railroad that was to pass through St. Johns:

The financing of the first division of the Arizona New Mexico & Colorado railroad, which is to connect this state with the northern border of Mexico has been completed and the work of locating the line has begun. F. W. Kinnie, president of the company, has just returned from a trip east, where satisfactory arrangements were made for beginning the work.

The company has secured possession of a vast coal field in Socorro and Valencia counties, New Mexico, and the primary object of the new railroad is to open a route for the delivery of this coal to the big smelting works and mining plants in the Northern part of Mexico, and on the Pacific coasts. At the same time the line will give the Southern Pacific railroad its long desired entrance into Denver and cut off about 800 miles between Colorado and southern California via the southern route.

The road will connect with the Southern Pacific in Cochise county, Arizona, and will then be extended to Benson to form a connection with the Sonora railroad, which will open a route from Denver to the port of Guymas on the Pacific coast of Mexico.

The route is outlined in the incorporation papers from the point of commencement on the Southern Pacific, passes thru the counties of Cochise and Graham in the territory of Arizona, and the counties of Grant, Socorro, Valencia, Bernalillo, San Juan and Rio Arriba in New Mexico, and the counties of Conejos and La Plata in Colorado to Durango on the Denver & Rio Grande. The entrance into Durango will be followed largely along the valley of the San Juan river.

President Kinne stated that the first object of the company would be to build the 150 miles from the Southern Pacific connection to the coal fields and to develop them while the connection with the Denver & Rio Grande is being constructed. The line will traverse 100 miles of the Mogollon timber reservation in Arizona, which is reputed the finest timber reservation in the United States. Many of these trees are from two to four feet in diameter and from 100 to 150 feet from the ground to the first knot. The government allows a railroad 100 feet on each side of the right of way and the timbers for all the ties and bridge work will be obtained in this reserve, besides giving the company a large supply for commercial purposes.

HOLBROOK, CONCHO & ST. JOHNS STAGE LINE.

DAVID K. UDALL, Proprietor.

TIME TABLE.

Leave Holbrook daily	9:00 a. m.
Leave Woodruff daily	11:00 a. m.
Leave Station daily	6:30 p. m.
Leave Concho daily	9:00 p. m.
Arrive St. Johns daily	12:40 a. m.
Leave St. Johns daily	5:00 a. m.
Leave Concho daily	8:00 a. m.
Leave Station daily	10:30 a. m.
Leave Woodruff daily	5:00 p. m.
Arrive Holbrook daily	7:00 p. m.

PASSENGER FARES.

Holbrook to Woodruff	\$0.75
" " Station	2.50
" " Concho	4.50
" " St. Johns	6.00
St. Johns to Concho	1.50
" " Station	2.50
" " Woodruff	5.25
" " Holbrook	6.00

Stop-over Privileges allowed at any point along the line. Fifty pounds of baggage carried free for each full fare passenger.

Express carried to all points along the line. For rates inquire of our agents.

No special passenger or express rates.

Agents.

J. R. HULET, Holbrook, Arizona.
BERNARD SCHUSTER, Concho, Arizona.
A. & B. SCHUSTER, St. Johns, Arizona.

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